Problems of Civil Employees working in General Transport Establishment under Army Services Corps

SHRI RATNA BAHADUR RAJ (West Bengal) : Mr. Vice-Chairman, Sir, through this Special Mention, I want to draw the attention of the Government to the long-standing problems of the civil employees working under the Defence.

Sir, the Army Services Corps under the Ministry of Defence engages civilians to serve for military requirements under the categories of supervisors, motor transport drivers, clerks, camp guards, cleaners, cooks and safaiwalas. The main purpose of the civil General Transport Establishment is the transportation of military utility materials and army personnel from one place to another, facing the same odds and risks as the regular Servicemen. Practically there is no difference in the nature of their work, particularly in this sector between Army and Civil employees. These civil employees are recruited through the Employment Exchanges as per the rules applicable to other civilians in Defence Services. They are treated as civilians in Defence Services in regard to their leave, medical, TA/DA, pension benefits, etc., by provisions like the Central Civil Services Leave Rules, 1972, Medical Attendant Rules, 1964, Central Civil Services Rules, 1973, etc. But the disciplinary aspects of their services are governed by the separate terms and conditions laid down in the Army Instructions, 182/51 under the Army Act,1950.

Sir, this dual administration of civil and army rules on these civil employees in General Transport has created a great confusion, and resultantly turned them the easy victims of the whimsical and hostile officers. Whenever there comes the question of the statutory entitlements of these employees, they are referred to the Central Civil Services statutes and books. And whenever the officers are to punish them, it is through the Army Act of 1950. It is alleged that, in practice, these civil employees are ruled by the Army Act. Under the Damocles Sword on this Act, they are subjected to untold harassments. They are like helpless creatures at the mercy of the whims and caprices of the officers.

Sir, such employees in thousands have represented their grievances to the concerned authorities time and again but to no avail. The West Bengal Area General Transport Employees Welfare Association, which is affiliated to the All India Defence Employees Federation, which was recognised by the Government of India, has also submitted a number of such cases of high-handedness of officers by misusing the Army act, to our Prime Minister as well.

Hence, my humble request is this : The Civil employees of the civil General Transport be brought under the purview of the Central Civil Services (Temporary Service) Rules of 1965 in all service matters. The Central Civil Services (Conduct and Appeal) Rules, 1965, be made applicable to deal with the disciplinary aspects, like other civilians in the Defence Services. If necessary, amendment to the Army Act, 1950, be made to clarify the status of such civil employees so that they may not be victims of hostile officers who misuse the Army Act, 1950.

Sir, I urge upon the Government, particularly, the Defence Ministry to look into the matter and do the needful as early as possible. Thank you, Sir.

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) Shri Inder Kumar Gujaral—not present; Shri Shankar Dayal Singh—not present; Shri Ahmed Mohmedbhai Patel—not present; Shri S. Muthu Mani—not present; Shrimati Chandrika Jain—not present.

Now, Shri Rameshwar Thakur to make an announcement.

ANNOUNCEMENT RE. GOVERNMENT BUSINESS FOR THE WEEK COMMENCING 25TH APRIL, 1994

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT AND IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RAMESHWAR THAKUR) : Sir, with your permission, I rise to announce that the Government Business during the week commencing 25th April, 1994 will consist of :

1. Discussion on the working of the Ministries of :
   (a) Labour.
   (b) Defence.

2. Discussion on the Railway Budget for 1994-95.

3. Discussion on the Resolution for adopting the recommendations of the Railway Convention Committee, 1991.

4. Consideration and return of the following Bills as passed by the Lok Sabha :
   (a) The Appropriation (Railways) No. 2 Bill, 1994.
   (b) The Appropriation (Railways) No. 3 Bill, 1994.

5. Discussion on the working of the Ministry of Information and Broadcasting.